

Chapter 11: Considerations Relating to Pedestrians and Bicyclists

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11.1 Introduction

This section describes the current and proposed pedestrian and bicycle facilities in the Mountain View Corridor (MVC) pedestrian and bicyclist impact analysis area. Some of these facilities are regional and span several municipalities and counties, while other facilities serve only one municipality.

The pedestrian and bicyclist impact analysis area has many obstacles to practical, easy, and safe pedestrian and bicycle travel (Parsons Brinckerhoff 2003). Most of the major transportation corridors in this area are large, high-traffic, arterial streets that lack consistent, safe, connecting pedestrian or bicycle facilities. Typically, these corridors do not have marked bicycle lanes. The quality of sidewalks in the impact analysis area is inconsistent. In many places sidewalks lack ramped curbs, and in other places painted crosswalks are worn away.

Minor arterials, which are mostly north-south streets in the impact analysis area, generally provide a safer environment for pedestrians and bicyclists than major arterials and are usually marked with bicycle lanes. The local neighborhood streets are quiet and narrow with low traffic volumes, which promotes bicycle

and pedestrian travel. The sidewalks and safety signage in most neighborhoods are fairly consistent. However, the overall network of most local neighborhood streets lacks practical connectivity for pedestrians because of the many cul-de-sacs in the neighborhoods.

Figure 11-1 through Figure 11-6, Bicycle and Pedestrian Paths, show the existing and proposed pedestrian and bicycle facilities in the impact analysis area as defined in the long-range transportation plans for the two metropolitan planning organizations in the MVC study area: the Wasatch Front Regional Council (WFRC) for Salt Lake County and the Mountainland Association of Governments (MAG) for Utah County. The bicycle and pedestrian portions of these two long-range plans provide a comprehensive view of the regional pedestrian and bicyclist system for the two counties. These plans have been compiled with input from the cities and counties and identify which pedestrian and bicyclist accommodations should be included in the regional system.

City and county governments also maintain plans that describe each community's vision for local bicycle and trail facilities. These local pedestrian and bicyclist systems are documented in general plans, recreation plans, and/or transportation master plans for the communities. These plans have been reviewed and are included in Table 11.4-1 and Table 11.5-1 on pages 11-4 and 11-8.

In this chapter, some pedestrian and bicyclist facilities have been defined as Class 1, 2, or 3. A Class 1 facility is typically considered a "trail" and is separated from a roadway facility (for example, the Jordan River Parkway Trail). Class 2 or 3 facilities are typically considered bicycle "routes" and are included as part of an existing or proposed roadway, either as a dedicated bicycle lane or by sharing a travel lane with vehicles. Examples include the 3600 West bicycle route and the 12600 South bicycle route.

Pedestrian and Bicyclist Impact Analysis Area. The pedestrian and bicyclist impact analysis area includes pedestrian and bicycle facilities within 0.5 mile of either side of the proposed alternatives. The area within 0.5 mile is the area where direct and indirect impacts from the proposed alternatives would likely occur. The pedestrian and bicyclist impact analysis area includes portions of 18 cities and townships in Salt Lake and Utah Counties.

Mountain View Corridor Trail. This chapter focuses on the impacts of the MVC transit and roadway alternatives on existing and planned pedestrian and bicyclist routes and trails. As part of the MVC project, a new Class 1 (separate trail) system would be built along portions of the roadway alternatives. See Section 2.1.4.4, Other Considerations, in Chapter 2 for a more detailed discussion of this proposed trail. Section 11.6, Environmental Consequences, addresses how this

trail would fit into the existing and planned pedestrian and bicyclist facilities network.

11.2 Regulatory Setting

Under 23 United States Code (U.S.C.) 109(h), when the Federal Highway Administration (FHWA) develops a project, it should consider the economic, social, and environmental effects of the project, including disruption or destruction of human-made facilities and services. See Chapter 6, Community Impacts, for a detailed discussion of 23 U.S.C. 109(h). As required by 23 U.S.C. 109(m), if a proposed project would sever an existing major route for non-motorized traffic, the project must provide a reasonable alternate route for the non-motorized traffic, or the agency developing the project must show that a reasonable route exists.

Section 4(f) analysis of trails is covered in Chapter 28, Section 4(f) Evaluation.

11.3 Resource Identification Methods

Existing and planned bicycle and pedestrian facilities were identified through several sources including the WFRC and MAG long-range transportation plans as well as city and county general plans, recreation plans, and/or transportation master plans. The data from some of these plans were readily available in geographic information system (GIS) files. The data from other plans and paper maps were digitized and added to the MVC GIS files.

In addition, the project team held meetings with a Trails Advisory Board to determine where it was appropriate to include trails as part of a proposed alternative (meetings were held on September 2 and October 21, 2004). For more information about the Trails Advisory Board, see Section 2.1.4.4, Other Considerations. Once the county and city trails data were in an electronic format, a 0.5-mile study area boundary was added to determine which trails could be affected by the proposed alternatives.

In January 2007, the Utah Department of Transportation (UDOT) completed the West Side Bicycle Study, which included the same study area as the pedestrian and bicyclist impact analysis area (UDOT 2007). This study was used in this EIS to identify existing and proposed trails and bicycle routes and how these facilities relate to the MVC project.

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11.4 Resources in Salt Lake County

11.4.1 Existing Facilities

The existing pedestrian and bicyclist facilities within 0.5 mile of the alternatives for Salt Lake County are described in [Table 11.4-1](#) and shown in [Figure 11-1 through Figure 11-3](#), Bicycle and Pedestrian Paths. In general, Salt Lake County has a recreation policy of linking components of community and local park systems to a regional network of greenways for hiking, biking, horseback riding, and other recreation (Salt Lake County 2003). Expanding these networks would be consistent with the Salt Lake County Parks and Recreation master plan. The transportation policy that addresses bicycle and pedestrian facilities states that access to nearby canyons should be improved by adding bicycle lanes that provide access to the canyon mouths.

Table 11.4-1. Existing Facilities in Salt Lake County within 0.5 Mile of the Proposed Alternatives

Facility Number ^a	Facility Name or Location	Termini (If Known)	Jurisdiction(s)
9	Utah and Salt Lake Canal Trail	Jordan Narrows – Bangerter Hwy.	Bluffdale
45	Riter Canal Trail	—	Salt Lake County (about 2800 South)
3, 78	Jordan River Parkway Trail	2100 South – 4800 South, 9800 South – 11200 South, 12300 South – Bangerter Highway (13900 South), 17000 South – Utah County line	Salt Lake County
27	Airport Trail	Salt Lake City International Airport, Amelia Earhart Drive	Salt Lake City
73	4100 South Route	8400 West – 6400 West	West Valley City / Taylorsville

^a See [Figure 11-1 through Figure 11-3](#), Bicycle and Pedestrian Paths, for the facility locations.

Sources: Salt Lake City 1996, 2004; Riverton City 2000; Riverton Valley 2000; City of South Jordan 2001; City of West Jordan 2003; Salt Lake County 2003; West Valley City 2003; WFRC 2003; City of Bluffdale 2004a, 2004b

11.4.2 Proposed Facilities

Proposed pedestrian and bicycle facilities within 0.5 mile of the alternatives in Salt Lake County are shown in [Table 11.4-2](#) below and in [Figure 11-1 through Figure 11-3](#), Bicycle and Pedestrian Paths. Additional descriptions of community facilities not included in the WFRC long-range transportation plan can be found in the individual community general plans or master plans. Some of the facilities listed in [Table 11.4-2](#) are Class 2 or 3 bicycle routes and others that are not

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classified. Because not all of the facilities are classified, only the location is provided in the figure.

Table 11.4-2 lists the 60 proposed facilities within the Salt Lake County portion of the pedestrian and bicyclist impact analysis area. Some of the proposed facilities are listed multiple times to indicate the different segments of a particular trail or bicycle route. For example, the Utah Power Corridor trail, which runs through Salt Lake City, West Valley City, West Jordan, South Jordan, and Bluffdale, is listed five times in Table 11.4-2.

Table 11.4-2. Proposed Facilities in Salt Lake County within 0.5 Mile of the Proposed Alternatives

Facility Number ^a	Facility Name or Location	Termini (If Known)	Jurisdiction(s)
1	Interstate 15 (I-15) West Frontage Road Route	—	Bluffdale
2	I-15 East Frontage Road	—	Bluffdale
3	Jordan River Parkway Trail	Jordan Narrows – Bangerter Highway	Bluffdale
4	Utah Power Corridor Trail	Redwood Road – Bangerter Highway	Bluffdale
5	Legacy Highway	Redwood Road – 4800 West	Bluffdale
6	Wood Hollow (also South Hills Trail or 3200 West)	—	Bluffdale
7	Juniper Canyon	Rosecrest Trail – Wesley Jacob Canal Trail	Bluffdale
8	Provo Reservoir Canal (also Wesley Jacob Canal Trail)	Jordan Narrows – Bangerter Highway	Bluffdale
9	Redwood Road / Camp Williams Road	Utah and Salt Lake Canal – Bangerter Highway	Bluffdale
10	13400 South Route	Provo Reservoir Canal – Redwood Road	Bluffdale
11	Rosecrest Trail	—	Bluffdale
12	3600 West Trail	—	Bluffdale
13	Utah Lake Distributing Canal Trail	—	Bluffdale
14	Utah and Salt Lake Canal Trail (also Lake Canal Trail)	—	Bluffdale
15	Bonneville Shoreline Trail	Bluffdale city limits – Redwood Road	Bluffdale
16	Porter Rockwell Trail	—	Bluffdale
17	Draper Irrigation Canal Road	Jordan River – I-15 East Frontage Road	Bluffdale / Riverton
18	Legacy Highway	4800 West – 11800 South	Riverton
19	12600 South Route	—	Riverton
20	Midas Creek	—	Riverton / Herriman
21	11800 South Route	—	Riverton
22	13400 South Route	—	Riverton

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Facility Number ^a	Facility Name or Location	Termini (If Known)	Jurisdiction(s)
23	1300 South (California Avenue) Route	8000 West – Pioneer Road (2700 West)	Salt Lake City
24	Utah Power Corridor Trail	2100 South – Jordan River	Salt Lake City
25	4800 West Route	North Temple – 7800 South	Salt Lake City
26	700 South Route	Utah Power Corridor – 5600 West	Salt Lake City
27	Amelia Earhart Drive Route	—	Salt Lake City
28	North Temple Frontage Road Route	—	Salt Lake City
29	3100 South Route	—	Salt Lake City
30	6400 South Route	—	Salt Lake City
31	6200 South Route	—	Salt Lake City
32	4800 West Route	—	Salt Lake City
33	2100 South Frontage Road Route	—	Salt Lake City
34	4000 West Route	—	Salt Lake City
35	14400 South Route	—	Salt Lake City
36	3600 West Route	—	Salt Lake City
37	15000 South Route	—	Salt Lake City
38	Bingham Creek	—	Salt Lake City
39	Midas Creek	—	Salt Lake City
40	3200 West / Wood Hollow	—	Salt Lake City
41	California Avenue Route	—	Salt Lake City
42	Frontage Road Route	—	Salt Lake City
43	7200 West Route	2100 South – 700 North	Salt Lake City
44	Butterfield Canal Road / 12600 South	Provo Reservoir Canal	Salt Lake County
45	Magna Parkway / Riter Canal Corridor	Utah and Salt Lake Canal – 7200 West	Salt Lake County
46	7800 South Route	Oquirrh Mountain Drive – 6200 West	Salt Lake County
47	3100 South Route	8400 West – 7200 West	Salt Lake County
48	Rose Creek	—	Salt Lake City / Riverton
49	11800 South Route	State Route (SR) 111 – Utah and Salt Lake Canal	South Jordan
50	Legacy Highway	11800 South – Old Bingham Highway	South Jordan
51	Utah Power Corridor Trail	11800 South – Old Bingham Highway	South Jordan
52	10400 South Route	—	South Jordan
53	9000 South Route	Oquirrh Mountain Drive – Provo Reservoir Canal	West Jordan
54	Legacy Highway	Old Bingham Highway – 7800 South	West Jordan

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Facility Number ^a	Facility Name or Location	Termini (If Known)	Jurisdiction(s)
55	10200 South / Old Bingham Highway Route	Oquirrh Mountain Drive – Provo Reservoir Canal	West Jordan
56	Utah Power Corridor Trail	10200 South to 6600 South	West Jordan
57	7800 South Route	6200 West – 700 West	West Jordan
58	8200 South Route	—	West Jordan
59	About 8000 South Route	—	West Jordan
60	7400 South Route	—	West Jordan
61	7000 South Route	—	West Jordan
62	SR 111 Route	7800 South – 6200 South	West Jordan / West Valley City
63	Utah and Salt Lake Canal	8400 West – 4000 West	West Valley City
64	Utah Power Corridor Trail	5400 South – 2100 South	West Valley City
65	4100 South Route	—	West Valley City
66	6200 West Route	—	West Valley City
67	Parkway Boulevard (2700 South) Route	7200 West – Redwood Road	West Valley City
68	3800 South Route	—	West Valley City
69	Parkway Boulevard (2700 South) Route	—	West Valley City
70	6200 South Route	—	West Valley City
71	5400 South Route	SR 111 – 700 West	West Valley City / Taylorsville
72	4700 South Route	Utah and Salt Lake Canal – 2700 West	West Valley City / Taylorsville
74	4100 South Route	6400 West – 2700 West	West Valley City / Taylorsville
75	5600 West Route	3100 South – 6400 South	West Valley City / West Jordan
76	Utah Lake Distributing Canal	Jordan Landing – Salt Lake County– Utah County line	Bluffdale
77	7200 West Route	4100 South – 2100 South	West Valley City / Salt Lake City
89	North Barney’s Creek	West bench foothills to 4800 West	West Jordan
90	South Barney’s Creek	West bench foothills to 4000 West	West Jordan
91	New Bingham Highway	West bench foothills to 4000 West	West Jordan

^a See Figure 11-1 through Figure 11-3, Bicycle and Pedestrian Paths, for the facility locations.

Sources: Salt Lake City 1996, 2004; Riverton City 2000; Riverton Valley 2000; City of South Jordan 2001; City of West Jordan 2003, 2007; Salt Lake County 2003; West Valley City 2003; WFRC 2003; City of Bluffdale 2004a, 2004b



11.5 Resources in Utah County

11.5.1 Existing Facilities

The existing bicycle and pedestrian facilities for Utah County are described in [Table 11.5-1](#) and shown in [Figure 11-4 through Figure 11-6](#), Bicycle and Pedestrian Paths. For recreation purposes, the County would like to connect recreation sites in the county with hiking, biking, and, in some cases, equestrian trails (Utah County 1998). Additionally, for transportation purposes, the County has endorsed the MAG document *Utah Valley Non-motorized Transportation System* (MAG 2005b) as part of the County’s strategy for pedestrian and bicyclist facilities. This document includes the following objectives:

- Create a seamless network of non-motorized improvements that allow bicyclists and pedestrians to reach important destinations easily.
- Encourage bicycle and pedestrian elements in all transportation projects.
- Coordinate the transit system with bicycle and pedestrian facilities.
- Identify and encourage land-use patterns to create pedestrian-friendly zones in each community.

As noted in [Table 11.5-1](#), only a portion of the Lake Shore Trail has been built near the Jordan River Parkway Trail. The remaining segment to Orem has not been built but is planned as part of the future trail network. Lehi has constructed some segments of the Power Line Trail.

Table 11.5-1. Existing Facilities in Utah County within 0.5 Mile of the Proposed Alternatives

Trail Number ^a	Trail Name or Location	Termini (If Known)	Jurisdiction
78	Jordan River Parkway Trail	Utah Lake – Salt Lake County line	Utah County
79	Lake Shore Trail	Jordan River Parkway Trail – about 1 mile east	Utah County
85	Power Line Trail	Segment near 700 South has been completed	Lehi

^a See [Figure 11-4 through Figure 11-6](#), Bicycle and Pedestrian Paths, for the trail locations.

Sources: City of Lehi 2005; City of American Fork 2004; Utah County 2004; MAG 2005a



11.5.2 Proposed Facilities

Proposed pedestrian and bicycle routes within 0.5 mile of the alternatives in Utah County are shown in [Table 11.5-2](#) and in [Figure 11-4 through Figure 11-6](#), Bicycle and Pedestrian Paths. Additional descriptions of community facilities not included in the MAG long-range transportation plan can be found in the individual community general plans or trail master plans. Many of the facilities included in [Table 11.5-2](#) are Class 1 or 2 bicycle routes. These routes would be included as part of the existing roadway, either as a dedicated bicycle lane or by sharing a travel lane with vehicles.

Table 11.5-2. Proposed Facilities in Utah County within 0.5 Mile of the Proposed Alternatives

Facility Number ^a	Facility Name or Location	Termini (If Known)	Jurisdiction(s)
80	Dry Creek Parkway Trail	Box Elder Creek – Lake Shore Trail	American Fork / Saratoga Springs/Lehi
81	American Fork River Trail	Lake Shore Trail – 300 North in American Fork	American Fork / Highland
82	Historic Utah Southern Railroad Trail/East Railroad Trail	SR 92 in Lehi – Center Street in American Fork (via Utah Transit Authority railroad tracks)	Lehi / American Fork
83	Spring Creek Trail	Lake Shore Trail – Murdock Canal Trail	Lehi / Highland
84	Lake Shore Trail	Jordan River Parkway Trail – 400 South in Orem	Provo / Saratoga Springs/Lehi
85	Power Line Trail	Spring Creek Trail to Jordan River Trail	Lehi
86	Dry Creek West Trail	Dry Creek Trail to Jordan River Trail	Lehi
87	Murdock Canal Trail	Dry Creek Trail to Jordan River Trail	Lehi
88	West Railroad Trail	Spring Creek Trail to Jordan River Trail	Lehi

^a See [Figure 11-4 through Figure 11-6](#), Bicycle and Pedestrian Paths, for the facility locations.

Sources: City of Lehi 2005; City of American Fork 2004; Utah County 2004; MAG 2005a

11.5.3 Regional Trail Systems

The regional pedestrian and bicyclist systems described in this section extend through more than one county. These systems are important regionally to pedestrians and bicyclists. Although the facilities are designated on maps or in city, county, and metropolitan planning organization land-use plans, only small segments of each facility are currently complete. As shown in [Figure 11-4 through Figure 11-6](#), Bicycle and Pedestrian Paths, and [Table 11.5-2](#) above, Proposed Facilities in Utah County within 0.5 Mile of the Proposed Alternatives, communities are working to complete additional segments of these systems.



Jordan River Parkway Trail. The Jordan River Parkway Trail is a paved, multi-use pathway suited to walkers, joggers, bicyclists, and inline skaters in both Salt Lake and Utah Counties. The parkway trail is generally 8 feet to 10 feet wide. Services are available at county parks along the route (restrooms and drinking water from April through October). The pathway follows the Jordan River for 9 miles in Utah County from Inlet Park on the north end of Utah Lake through Thanksgiving Point Golf Course and on to the Jordan Narrows. At the Narrows, the parkway trail crosses the Jordan River and makes its way for nearly 25 miles through Salt Lake County (only 7 miles of which are paved: 2100 South to 4800 South, 9800 South to 10600 South, and 17000 South to the Utah County line). The Jordan River Parkway Trail crosses through various municipalities, which are in varying stages of developing the trail.

Canal System Trails. Various community trail plans for the impact analysis area discuss using existing canal systems for recreation. There are five canals in the impact analysis area: the Riter Canal, Utah and Salt Lake Canal, and South Jordan Canal in Salt Lake County and the Provo Reservoir Canal and Utah Lake Distributing Canal in both Salt Lake and Utah Counties. In most instances, these canals are used as informal trail systems as hikers and bicyclists use the canal maintenance roads. In the future, the cities or counties might create agreements to develop these canals as part of a formal trail system.

Bonneville Shoreline Trail. The Bonneville Shoreline Trail is a proposed 100-mile-long pedestrian and bicycle path that is being built across the foothills of the Wasatch Range along a route that follows the eastern shoreline of ancient Lake Bonneville. The trail would be a multi-use, non-motorized trail that connects to a variety of other trails and recreational areas. The trail is proposed to extend from Spanish Fork to Ogden. Six segments of this trail are complete (Bonneville Shoreline Trail Committee 2004).

Utah Lake Shore Trail. Utah County has plans to build a multi-use trail along the shoreline of Utah Lake. To date, two trail segments have been completed: the Skipper Bay section of the Utah Lake Parkway Trail and the Saratoga Springs section of the Lake Shore Trail (UtahNature 2003).



11.6 Environmental Consequences

11.6.1 Methodology

Using the pedestrian and bicyclist data in an electronic format, impacts were calculated to determine which existing and proposed facilities would be crossed by the proposed alternatives. The total number of existing and proposed facilities crossed by a particular alternative was tallied to provide a basis for comparing the proposed alternatives. Calculating crossings was the only way to distinguish between alternatives, because the continuity of and access to the pedestrian and bicyclist facility would be maintained if any one of the action alternatives is constructed. Therefore, the action alternatives would not sever any existing or proposed bicycle routes or trails. An analysis of the crossings can help provide a cost comparison between alternatives by tabulating the number of crossings that would have to be designed and constructed for each alternative.

The impact analysis has been updated since the Draft EIS based on refinements to the action alternatives as described in Section 2.1.7.3, Design Options Incorporated in the Final EIS, and Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS. In addition, more recent data on trails in Lehi and West Jordan were included as well as a new MVC trail segment on the 5800 West Freeway Alternative between 2700 South and 4700 South.

11.6.2 No-Action Alternative

Under the No-Action Alternative, the MVC project would not be constructed. Existing pedestrian and bicycle facilities would continue to be managed and maintained according to the recreation plans and policies for each of the jurisdictions in the impact analysis area. None of the pedestrian and bicycle facilities are expected to be removed. Proposed pedestrian and bicycle facilities would be constructed as funding is available and as planned under the plans and policies for each jurisdiction. Under the No-Action Alternative, no trails associated with the proposed alternatives would be constructed.

11.6.3 Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. Under the 5600 West Transit Alternative, there is a dedicated right-of-way option and a mixed-traffic option. In addition, a



tolling option was considered for each freeway alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

There are five existing pedestrian and bicycle facilities in the Salt Lake County portion of the impact analysis area: the Jordan River Parkway Trail, Utah and Salt Lake Canal Trail, Riter Canal Trail, Airport Trail, and 4100 South Route. All of the Salt Lake County alternatives would cross the Riter Canal. There are 60 proposed pedestrian and bicyclist facilities within the impact analysis area in Salt Lake County.

Proposed MVC Trail. A secondary objective of the Mountain View Corridor is to support increased bicycle and pedestrian options. See Section 2.1.4.4, Other Considerations, for more discussion on how the trail alignments were developed and Section 2.2.2.2, 5800 West Freeway Alternative, for the locations of the trail segments.

Three trail segments in Salt Lake County (2700 South to 7800 South, 11400 South to 12600 South, and 13400 South to the Utah County line) would be part of any of the action alternatives. The trail segment between 2700 South and 4700 South would be part of the 5800 West Freeway Alternative only, while the other portions of the trails would be part of both Salt Lake County roadway alternatives. The MVC trails tie into major existing and proposed east-to-west trail segments in Salt Lake County to help form a connected trail system. The three trail segments would be Class 1 trails requiring between 12 feet and 50 feet of additional right-of-way. The uses associated with the proposed trail segments would be determined during the final design phase of the MVC project. Overall, the proposed MVC trail would improve the connectivity of the regional trail system.

11.6.3.1 5600 West Transit Alternative

As described in Chapter 2, Alternatives, two transit options are under consideration along 5600 West in Salt Lake County. One option, the Dedicated Right-of-Way Option, would incorporate a transit system running down the center of the roadway, and the other, the Mixed-Traffic Option, would incorporate a transit system running alongside the roadway.

5600 West Transit Alternative Impacts		
Pedestrian and Bicycle Facility Crossings	Dedicated Right-of-Way Option	Mixed-Traffic Option
Existing facilities	3	3
Proposed facilities	21	20



5600 West Transit Alternative with Dedicated Right-of-Way Transit Option

This transit option would cross the existing Riter Canal Trail and Airport Trail (crossed twice) in the northern portion of Salt Lake County. Both trails are Class 1 trails (completely separate from any roadways).

The southern portion of the 5600 West Transit Alternative (which is common to all Salt Lake County alternatives) would require 21 crossings of proposed pedestrian and bicyclist facilities: Midas Creek, 11800 South Route, Bingham Creek, 10200 South/Old Bingham Highway Route, 9000 South Route, 7800 South Route, 6200 South Route, 5400 South Route, 4700 South Route, 5600 West Route (crossed twice), Utah and Salt Lake Canal Trail, California Avenue Route, 700 South Route, Legacy Highway (crossed three times), Utah Power Corridor Trail (crossed three times), and North Temple Frontage Road Route. All of the above are Class 1 trails except for California Avenue Route, 700 South Route, 5600 West Route, 6200 South Route, 7800 South Route, and 9000 South Route, which are Class 2 bicycle routes (a designated lane within the traveled right-of-way), and 5400 South Route and 4700 South Route, which are Class 3 bicycle routes that share a travel lane with vehicles. As indicated, several of the facilities would be crossed more than once.

Although the 5600 West Transit Alternative would cross existing and proposed facilities, many of the crossings would occur at locations that are within the existing 5600 West roadway at intersections with other arterial streets. At these locations, the function and operation of the intersection would not change, so the facility would not be affected. Where the crossings would occur outside the existing 5600 West roadway, the facility crossing would be at-grade and the crossing could be designed to ensure pedestrian safety.

5600 West Transit Alternative with Mixed-Traffic Transit Option

The impacts to pedestrian and bicyclist facilities from the Mixed-Traffic Transit Option would be the same as those from the Dedicated Right-of-Way Transit Option except that the Mixed-Traffic Transit Option would not affect the proposed North Temple Frontage Road Route.



11.6.3.2 5800 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from Interstate 80 (I-80) to the Utah County line.

This alternative would cross the existing Riter Canal Trail. The segment of this alternative from I-80 to 5400 South would require 11 crossings of proposed facilities: 4700 South Route, 4100

South Route, Utah and Salt Lake Canal Trail, 3100 South Route, Parkway Boulevard (2700 South) Route, Utah Power Corridor Trail (5400 South to 2100 South segment and 2100 South to the Jordan River segment), 5600 West Route, 2100 South Frontage Road Route, 1300 South (California Avenue) Route, and North Temple Frontage Road Route.

The 3100 South, 4100 South, and 4700 South routes are Class 3 bicycle routes that share a travel lane with vehicles. Parkway Boulevard and 1300 South (California Avenue) are Class 2 bicycle routes that have a dedicated bicycle lane within the traveled right-of-way. The Utah and Salt Lake Canal Trail, Utah Power Corridor Trail, and North Temple Frontage Road Route are Class 1 trails.

The segment of this alternative that is common to the Salt Lake County freeway alternatives (5400 South to the Utah County line) would require 26 crossings of proposed facilities: 3600 West Trail, Butterfield Canal Road/12600 South, 14400 South Route, 4800 West Route, Rose Creek, 13400 South Route, Midas Creek (crossed twice), 11800 South Route, 10400 South Route, Bingham Creek, 10200 South/Old Bingham Highway Route, 9000 South Route, 7800 South Route, 6200 South Route, 6200 West Route, 5400 South Route, Utah Power Corridor Trail (crossed twice), Legacy Highway (crossed twice), Juniper Canyon, North Barney’s Creek, South Barney’s Creek, New Bingham Highway, and Rosecrest Trail. These facilities are primarily Class 1 trails and Class 2 bicycle routes. 5400 South, 4800 West, 4700 South, 3100 South, and 4100 South are Class 3 bicycle routes.

UDOT would coordinate with local municipalities and other planning organizations during the final design phase of the MVC project to ensure that existing and planned pedestrian and bicyclist facility crossings are accommodated. Section 2.1.4.4, Other Considerations, presents the criteria used to identify segments of the study corridor where a trail within the MVC right-of-way would be most feasible. Future coordination might result in local jurisdictions concluding that the proposed MVC trail could replace proposed trails if the trail were planned to run parallel to an MVC alternative. Local

5800 West Freeway Alternative Impacts	
Pedestrian and Bicycle Facility Crossings	Impacts
Existing facilities	1
Proposed facilities	37



jurisdictions could decide that, because a major transportation corridor is planned in the same location as or near a proposed trail, the proposed trail would not work in its planned location.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

The 5800 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives		
Pedestrian and Bicycle Facility Crossings	Dedicated Right-of-Way Option	Mixed-Traffic Option
Existing facilities	4	4
Proposed facilities	58	57

5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option

The 5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option would cross the existing Riter Canal Trail twice and the existing Airport Trail twice.

The 5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option would cross proposed pedestrian and bicyclist facilities 58 times. The number of crossings for this alternative combination is nearly twice that of either alternative alone because the alternatives cross many of the same facilities.

5800 West Freeway Alternative with Mixed-Traffic Transit Option

This alternative combination would have similar impacts as the 5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option. This alternative combination would cross existing pedestrian and bicyclist facilities four times and proposed facilities 57 times.

5800 West Freeway Alternative with Tolling Option

Under the 5800 West Freeway Alternative with Tolling Option, the overall facility design would not change compared to the non-tolled alternative, so impacts to pedestrian and bicycle facilities would be the same as those from the 5800 West Freeway Alternative.



11.6.3.3 7200 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from I-80 to the Utah County line.

This alternative would cross two existing facilities: Riter Canal Trail and 4100 South Route, which is a Class 3 bicycle route (it shares a travel lane with vehicles).

7200 West Freeway Alternative Impacts	
Pedestrian and Bicycle Facility Crossings	Impacts
Existing facilities	2
Proposed facilities	35

The segment of this alternative from I-80 to 5400 South would require nine crossings of proposed facilities: North Temple Frontage Road Route, 1300 South (California Avenue) Route, Utah and Salt Lake Canal Trail, 3800 South Route, 3100 South Route, Magna Parkway/Riter Canal Corridor, Parkway Boulevard (2700 South) Route, and 7200 West Route (crossed twice).

UDOT would coordinate with local municipalities and other planning organizations during the final design phase of the project to ensure that existing and planned trails are accommodated. Section 2.1.4.4, Other Considerations, presents the criteria used to identify segments of the study corridor where a trail within the MVC right-of-way would be most feasible. The proposed 7200 West bicycle route would run north and south within the 7200 West Freeway Alternative alignment. The Trails Advisory Board established trail criteria, one of which was that a trail would not be proposed within the MVC right-of-way where additional wetland impacts would occur. This is the case along 7200 West from I-80 to 2100 South, so no MVC trail is proposed in this location.

The segment of this alternative from 5400 South to the Salt Lake County–Utah County line would affect the same 26 proposed pedestrian and bicyclist facilities as the 5800 West Freeway Alternative.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

As with the 5800 West Freeway Alternative, the 7200 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives		
Pedestrian and Bicycle Facility Crossings	Dedicated Right-of-Way Option	Mixed-Traffic Option
Existing facilities	5	5
Proposed facilities	56	55



7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option

The 7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option would cross the existing Airport Trail twice, the existing 4100 South Route once, and the existing Riter Canal Trail twice.

Under this alternative combination, there would be 56 crossings of proposed pedestrian and bicyclist facilities. Many of the facilities would be crossed by both the 7200 West Freeway Alternative and the Dedicated Right-of-Way Transit Option.

7200 West Freeway Alternative with Mixed-Traffic Transit Option

This alternative combination would have similar impacts as the 7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option. However, this alternative combination would cross proposed pedestrian and bicyclist facilities 55 times.

7200 West Freeway Alternative with Tolling Option

Under the 7200 West Freeway Alternative with Tolling Option, the overall facility design would not change compared to the non-tolled alternative, so impacts to pedestrian and bicycle facilities would be the same as those from the 7200 West Freeway Alternative.



11.6.4 Utah County Alternatives

In Utah County, three alternatives are under consideration: the Southern Freeway Alternative, the 2100 North Freeway Alternative, and the Arterials Alternative. In addition, a tolling option was evaluated for each Utah County alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

Within the Utah County pedestrian and bicyclist impact analysis area, there are two existing and five proposed pedestrian and bicyclist facilities. Within the Salt Lake County portion of the Utah County alternatives, there are 16 proposed facilities. However, the analysis of the Utah County alternatives considers some Salt Lake County facilities,¹ and the existing Utah and Salt Lake Canal Trail is also considered under the Utah County alternatives.

Proposed MVC Trail. A secondary objective of the Mountain View Corridor is to support increased bicycle and pedestrian options. See Section 2.1.4.4, Other Considerations, for more discussion on how the trail alignments were developed.

For Utah County, a proposed MVC trail would extend from the Utah County–Salt Lake County line to SR 73 in Saratoga Springs. The trail would be a Class 1 trail requiring between 12 feet and 50 feet of additional right-of-way. The uses associated with the proposed trail segments would be determined during the final design phase of the MVC project. Overall, the proposed MVC trail would improve the connectivity of the regional trail system.

11.6.4.1 Southern Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to I-15 at Lindon.

The Southern Freeway Alternative would cross one existing trail: the Jordan River Parkway Trail. The Jordan River Parkway Trail is a Class 1 trail that follows the Jordan River in Utah and Salt Lake Counties.

The Southern Freeway Alternative would cross eight proposed shared-use facilities: Lake Shore Trail, Dry Creek Parkway Trail, Spring Creek Trail,

Southern Freeway Alternative Impacts	
Pedestrian and Bicycle Facility Crossings	Impacts
Existing facilities	1
Proposed facilities	11

¹ Some Salt Lake County trail impacts are included with the Utah County alternatives because the Porter Rockwell connection is in Salt Lake County but is included as part of the Utah County alternatives. Impacts associated with any Porter Rockwell connection were included in Section 11.6.4, Utah County Alternatives.



American Fork River Trail, Power Line Trail, Legacy Highway, Redwood Road/Camp Williams Road, and 3200 West/Wood Hollow. The proposed alternative would cross the Lake Shore Trail (Provo to Saratoga Springs segment) four times. All trails are Class 1 except the Redwood Road/Camp Williams Road trail, which is proposed as a Class 2 bicycle route.

Southern Freeway Alternative with Tolling Option

Under the Southern Freeway with Tolling Option, the overall facility design would not change compared to the non-tolled alternative, so impacts to pedestrian and bicycle facilities would be the same as those from the Southern Freeway Alternative.

11.6.4.2 2100 North Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to SR 73 in Saratoga Springs and a lateral freeway extending east along 2100 North to I-15 in Lehi.

2100 North Freeway Alternative Impacts	
Pedestrian and Bicycle Facility Crossings	Impacts
Existing facilities	1
Proposed facilities	5

The 2100 North Freeway Alternative would cross one existing trail: the Jordan River Parkway Trail. The Jordan River Parkway Trail is a Class 1 trail that follows the Jordan River in Utah and Salt Lake Counties.

The 2100 North Freeway Alternative would cross five proposed facilities: Historic Utah Southern Railroad Trail, Legacy Highway, Redwood Road/Camp Williams Road, West Railroad Trail, and 3200 West/Wood Hollow. All trails are Class 1 trails except the Redwood Road/Camp Williams Road trail, which is proposed as a Class 2 bicycle route.

2100 North Freeway Alternative with Tolling Option

Under the 2100 North Freeway Alternative with Tolling Option, the overall facility design would not change compared to the non-tolled alternative, so impacts to pedestrian and bicycle facilities would be the same as those from the 2100 North Freeway Alternative.



11.6.4.3 Arterials Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a series of arterial roadways throughout northern Utah County. The combination of arterials includes a freeway segment from the Utah County line to SR 73 and arterial roadways at Porter Rockwell Boulevard, 2100 North, and 1900 South.

Arterials Alternative Impacts	
Pedestrian and Bicycle Facility Crossings	Impacts
Existing facilities	4
Proposed facilities	21

This alternative would cross the existing Jordan River Parkway Trail three times and the Utah and Salt Lake Canal Trail once.

The Arterials Alternative would cross 18 proposed facilities in Utah County: Lake Shore Trail, Dry Creek Parkway Trail, Spring Creek Trail, American Fork River Trail, Jordan River Parkway, I-15 East Frontage Road, I-15 West Frontage Road, Utah Power Corridor Trail, Legacy Highway, Provo Reservoir Canal, Redwood/Camp Williams Road, Draper Irrigation Canal Road, 14400 South Trail, Utah Lake Distributing Canal Trail, 3200 West/Wood Hollow, Power Line Trail, West Railroad Trail, and one unnamed trail. The Lake Shore Trail (Provo to Saratoga Springs segment) would be crossed four times. All trails are Class 1 trails except the I-15 West and East Frontage Road and 14400 South Route, which are proposed as Class 2 bicycle routes.

Arterials Alternative with Tolling Option

Under the Arterials Alternative with Tolling Option, the overall facility design would not change compared to the non-tolled alternative, so impacts to pedestrian and bicycle facilities would be the same as those from the Arterials Alternative.



11.6.5 Mitigation Measures

Construction of any of the alternatives would disrupt bicyclists or pedestrians using the existing facilities. However, the impacts would be temporary because all crossings will be accommodated to maintain continuity and access after construction.

The design of the pedestrian and bicyclist accommodations will be determined during the final design phase of the project. Prior to final design, UDOT will coordinate with local municipalities, MAG, WFRC, and the Trails Advisory Board to ensure that all existing and planned facilities identified in the local and regional plans are accommodated. Options for accommodations include constructing at-grade crossings, routing the facility under the MVC roadway, or routing the facility over the MVC roadway.

11.6.6 Cumulative Impacts

Cumulative impacts were analyzed for local and regionally important issues (farmlands, air quality, water quality, and ecosystems) as developed with resource agencies and the public during scoping. See Chapter 25, Cumulative Impacts, for a more detailed discussion of cumulative impacts.

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11.6.7 Summary of Impacts

No pedestrian and bicyclist facilities would be permanently affected by any of the action alternatives because all existing and proposed facilities would be accommodated by below-grade, above-grade, or at-grade crossings. [Table 11.6-1](#) provides a summary of the crossings for each combination of alternatives.

Table 11.6-1. Summary of Crossing Impacts from Pedestrian and Bicyclist Facilities for the Combined Salt Lake County and Utah County Alternatives

Alternative ^a	Existing Facilities	Proposed Facilities	Total Crossings
<i>5800 West Freeway / 5600 West Transit / Southern Freeway</i>			
Dedicated Transit	5	69	74
Mixed Transit	5	68	73
<i>5800 West Freeway / 5600 West Transit / 2100 North Freeway</i>			
Dedicated Transit	5	63	68
Mixed Transit	5	62	67
<i>5800 West Freeway / 5600 West Transit / Arterials</i>			
Dedicated Transit	8	79	87
Mixed Transit	8	78	86
<i>7200 West Freeway / 5600 West Transit / Southern Freeway</i>			
Dedicated Transit	6	67	73
Mixed Transit	6	66	72
<i>7200 West Freeway / 5600 West Transit / 2100 North Freeway</i>			
Dedicated Transit	6	61	67
Mixed Transit	6	60	66
<i>7200 West Freeway / 5600 West Transit / Arterials</i>			
Dedicated Transit	9	77	86
Mixed Transit	9	76	85

^a Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Traffic Transit Option

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11.7 References

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City of Lehi

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City of South Jordan

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City of West Jordan

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Salt Lake City

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